

THE ILLUSTRATED LONDON NEWS

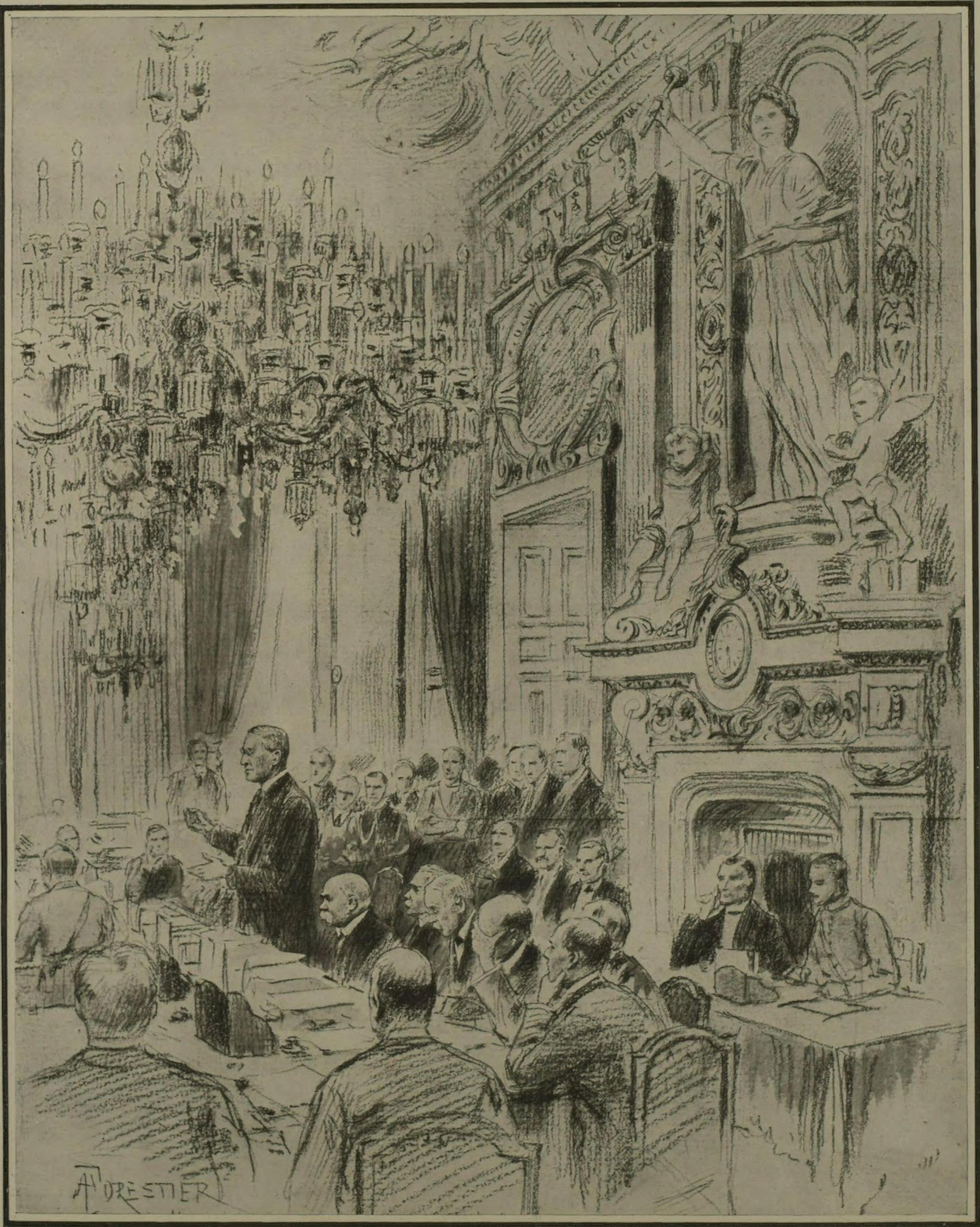
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ONE SHILLING.

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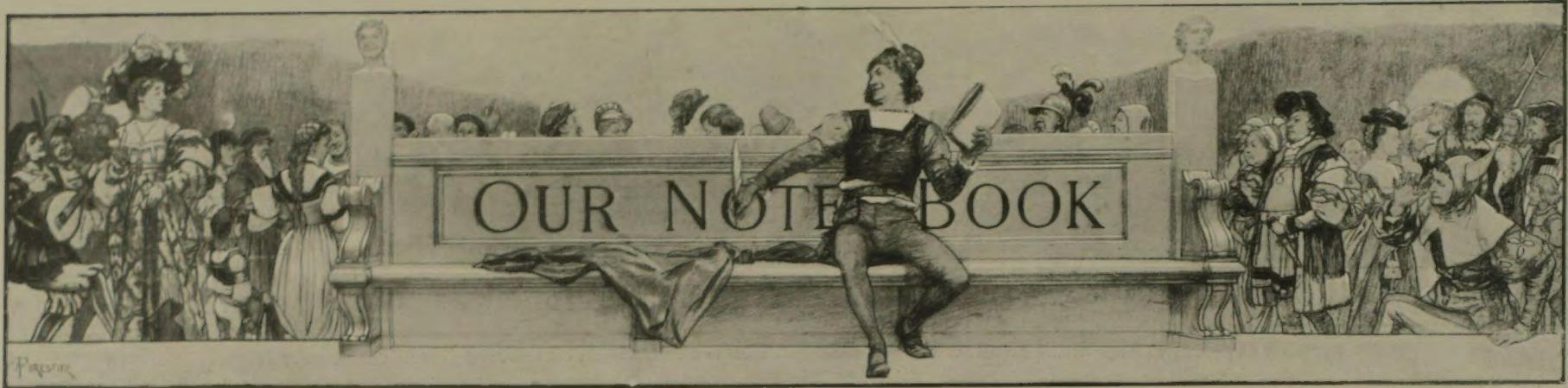


PROPOSING A LEAGUE OF NATIONS: PRESIDENT WILSON AT THE PEACE CONFERENCE.

President Wilson moved the establishment of a League of Nations at a meeting of the Peace Conference in Paris on January 25. It was the ideal, he said, for which

the Americans fought. "They came as crusaders, not merely to win a war, but to win a cause. . . . and I, like them, must be a crusader." Mr. Lloyd George seconded.

A SKETCH BY A. FORESTIER, OUR SPECIAL ARTIST IN PARIS FOR THE PEACE CONFERENCE. COPYRIGHTED IN THE UNITED STATES AND CANADA.



BY G. K. CHESTERTON.

WHEN I attempted last week to break up Bolshevism into its component parts, it was because most critics are dealing with it rather blindly, and seem to want to smash it without breaking it up. Bolshevism would be spread, I should think, by most of the capitalist clamour about it, pretty much as pestilence is spread by panic. Anyhow, I suggested last week that there are three totally different things involved. There is a rather thin economic theory, systematised by a German Jew, and sincerely recommended in many countries by many intellectuals, especially Jewish intellectuals. It concentrates all capital in the State; and would itself tend, I should imagine, not to revolutionary democracy, but rather to a rigid bureaucracy. The only real interest of this frigid economic fancy is that it is one reaction, though a rather pedantic one, against the modern anomaly of huge masses of citizens being left wholly without property—a thing really abnormal and abominable in the history of mankind. But the other two reactions against this anomaly are much more interesting, and about these there is something more to be said.

The two other elements are the reform of modern industrialism (which may be called distribution), and the mere breakdown of modern industrialism (which had much better be called crime). One I think very right, and the other very wrong; but both are the penalties of a system that is itself very wrong. Only one of them can be called an act of justice; but either of them might be called a judgment. The serf may end by becoming a peasant, or he may end by becoming a robber; and no two figures can be more fatly contradictory than the peasant and the robber. Most modern men cannot even realise what the sanctity of property means, until they find it in the mind of a peasant. But the state of serfdom is equally judged and condemned, whether it is followed by something better or by something worse. Now over a great part of Europe the state of serfdom substantially means a state of impotence with regard to property: men have in the past almost identified property with liberty. When

the wisest of the Tsars trusted the serfs with liberty, he also trusted them with land. It may be conjectured that some of the forces in the new Russia are at least as democratic as the old despot. Many of the peasants have got much of the land, under some sociological formula which we do not know and probably they do not know—or care. That is the solid part of the Russian Revolution; that is the most genuine thing about it—perhaps, one may be tempted to think, the only genuine thing about it. And its intellectual importance is that it bears witness, in however wild a way, to this old vague tradition that liberty must go with property. It is reported, and it is by no means

But it is hardly likely that we shall merely destroy property such as we ourselves must desire.¹ Of the three Bolshevik elements, therefore, so far as we in the West are concerned, we may conjecture the chances with some confidence. The pedantic Socialism is possible; the peasant distributivism is desirable; the mere looting and loose violence is so improbable as to seem impossible, so undesirable as to be detestable, and even so detestable as to be detested. For there is here a distinction between mob law and mere lawlessness. It is the difference between Paris in 1790 and Petrograd in 1918. A rebellion that combines the people is not the same as an anarchy that scatters the people; and even a judicial crime does not leave things to the judgment of any casual criminal. Of this sheer shapeless anarchy I doubt if there is any danger in the West. I doubt it for one reason, if for no other. All men in their normal senses feel it to be a disaster as definite as a disease; but it is a disease that breaks out in the armies of the vanquished, and ours are victorious.

The mention of the French Revolution, so often invoked in connection with the Russian Revolution, carries one suggestion that is very topical at this time. France is a Republic; and, what is more relevant, the French Premier has always been a very real and red-hot Republican. To call M. Clemenceau a Reactionary was as hopeless as to call him a Royalist; to call him a Royalist as absurd as to call him a Papist; to call him a Papist as absurd as to call him the Pope. We might as well say he is a Jacobite as deny he is a Jacobin: he inherits the tradition of the French Revolution on its destructive even more than its creative side. Yet the French Premier, with the French public opinion at his back, is to-day the most unyielding barrier to the influence and intervention of what is called the revolutionism of Russia. The moral and meaning of this is in the real work of the French Revolution. A critic might put it in the paradox that it destroyed life but preserved property. It would be truer to say that it destroyed an aristocracy, but it created a peasantry—a thing perhaps as stately, and certainly more stable.

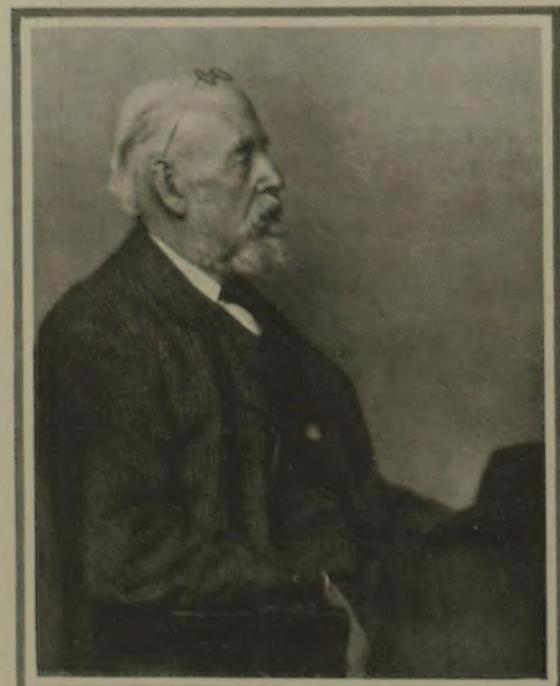
AN ARCHITECT AS THE NEW PRESIDENT OF THE ROYAL ACADEMY: SIR ASTON WEBB.

Sir Aston Webb has been President of the Architectural Association and of the Royal Institute of British Architects. Except for the temporary appointment of James Wyatt in 1805-6, he is the first architect to become President of the Royal Academy.

Photograph by Fred Hollyer.

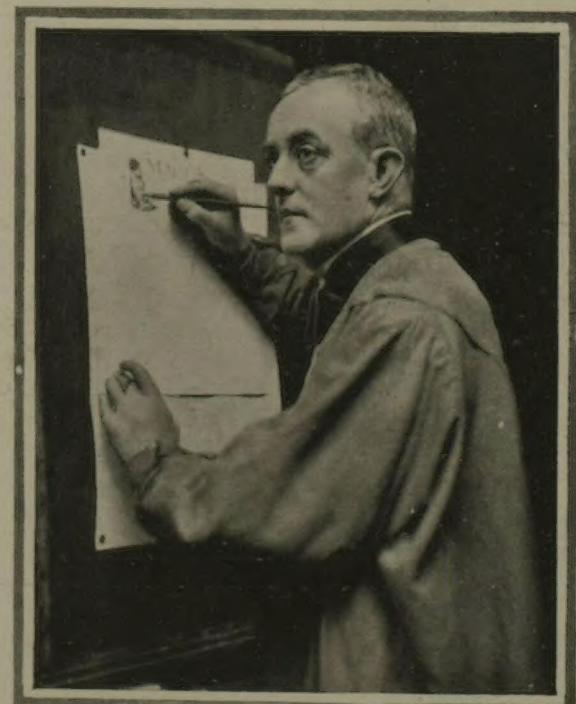
improbable, that the peasant co-operative banks of Russia defied Trotsky and the Socialists, and succeeded in preserving these blocks of private property from Collectivist confiscation. Anyhow, there must be in Russia many a peasant who would regard ceasing to be a proprietor as once more becoming a serf. And there are some, and I am among them, who think that even in the West the poorer citizens will relapse into serfdom if they cannot be provided with property.

It should be noted that this is not a question of economic equality. Wealth and poverty, in the sense of some having more property and some less, is quite a different matter. It is arguable that this inequality will always exist; it is approximately certain that it has always existed. But it is not in the least true that modern capitalist conditions have always existed. And the peculiarity of those conditions is not that men have proportionately more or less property, but that men have practically none. There is all the difference in the world between a poor man and a propertyless man; and the proletarian is often a propertyless man. I do not think that in the cities of the West, with their older traditions of dignity and discipline, he will relapse into anarchy: I think there is much more danger of his relapsing into slavery. Capitalism may break up, and I hope it will—in the sense of a better distribution of capital. But capitalism will not merely break down, in a crash of crime and insanity, as in the cruder cities of Eastern Europe. It is to be hoped that we shall respect property by creating property that we can respect.



THE NEW PRESIDENT OF THE ROYAL SCOTTISH ACADEMY: MR. J. LAWTON WINGATE.

Mr. Wingate, who is a native of Glasgow, is a well-known landscape painter. He became an A.R.S.A. in 1879, and R.S.A. in 1896.—[Photograph by Drummond, Young, and Watson.]



DEAD FROM AN ILLNESS CONTRACTED ON POLICE DUTY: THE LATE MR. BYAM SHAW.

Mr. J. Byam Shaw, the well-known painter, died on January 26 as the result of catching a chill while on duty as a Special Constable. He was only forty-six.—[Photograph by Compton Collier.]

NEWS BY THE CAMERA: NAVAL, MILITARY, AND CIVIL OCCASIONS.

PHOTOGRAPHS BY L.N.A., FARRINGDON PHOTO CO., MARIANOVICH, CANADIAN WAR RECORDS, AND TOPICAL.



THE BRAZILIAN SQUADRON AT PORTSMOUTH: A SENTRY AND BUGLER ON BOARD THE FLAG-SHIP "BAHIA."



JAPANESE BLUEJACKETS IN LONDON: A HALT FOR LUNCH DURING A SIGHT-SEEING TOUR.



HUNGARY'S WHITE FLAG: COUNT KAROLYI CROSSING THE DANUBE TO BELGRADE TO ASK FOR AN ARMISTICE.



CANADIANS ON THE RHINE: GENERAL CURRIE TAKING THE SALUTE OF LIEUT-COL PENSE AND HIS BATTALION AT BONN.



THE GERMAN GENERAL ELECTION: A CENTRE (CATHOLIC) PARTY PLACARD AT BONN, AND A QUEUE OF VOTERS.



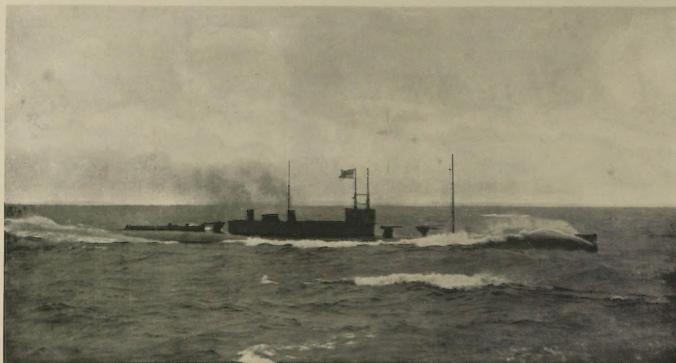
THE GRAND FLEET'S LEADER HONOURED AT EDINBURGH: ADMIRAL BEATTY RETURNING THANKS FOR THE FREEDOM OF THE CITY.

The Brazilian Squadron under Rear-Admiral Pedro F. de Fronti, flying his flag in the "Bahia," arrived at Portsmouth on January 25 on a week's visit as guests of the British Navy. Buglers sounded the salute as the "Bahia" passed the old "Victory." — A Japanese squadron recently reached England on its way home from the Mediterranean, where it rendered invaluable help during the war. It was arranged that the crews should visit London to see the sights, some 500 men coming up every day from January 27 to 31

inclusive.—On January 25 Admiral Sir David Beatty had a great welcome at Edinburgh when he received the freedom of the city. Prominent among the decorations was a scroll inscribed with the Admiral's famous order to the German Fleet after its surrender—"The German flag is to be hauled down at sunset to-day, and is not to be hoisted again without permission." To the left of Admiral Beatty are seen Lady Beatty and the Lord Provost's sister, Mrs. Whigham.

STEAM-DRIVEN ON THE SURFACE: THE NAVY'S GIANT NEW SUBMARINES OF THE "K" CLASS.

PHOTOGRAPH SUPPLIED BY C.N.



STEAMING 23 KNOTS: THE "K 1" ON HER TRIALS, CARRYING 4-INCH GUNS FORE AND AFT, AND THREE ANTI-AIRCRAFT GUNS AMIDSHIPS.



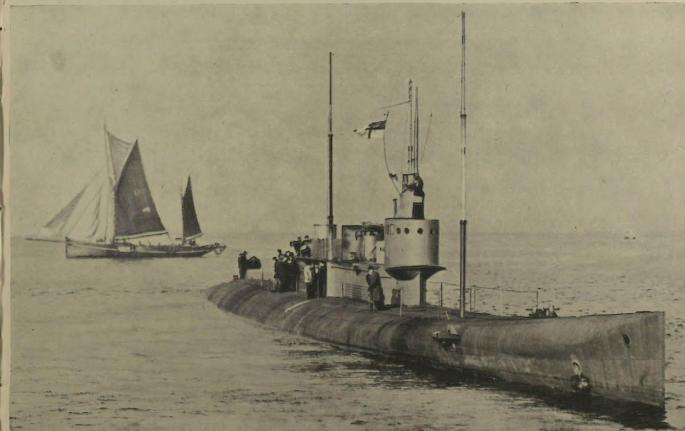
ON HER TRIALS: THE FIRST OF THE "K" CLASS SUBMARINES STEAMING 23 KNOTS—ANOTHER VIEW.



HER GREAT SIZE INDICATED BY THE FIGURES ON DECK: A "K" CLASS SUBMARINE JUST BEING TAKEN OVER FROM THE BUILDERS.



PART OF THE DECK ARMAMENT OF THE NEW "K" CLASS OF BRITISH SUBMARINES: A 4-INCH GUN AFT.



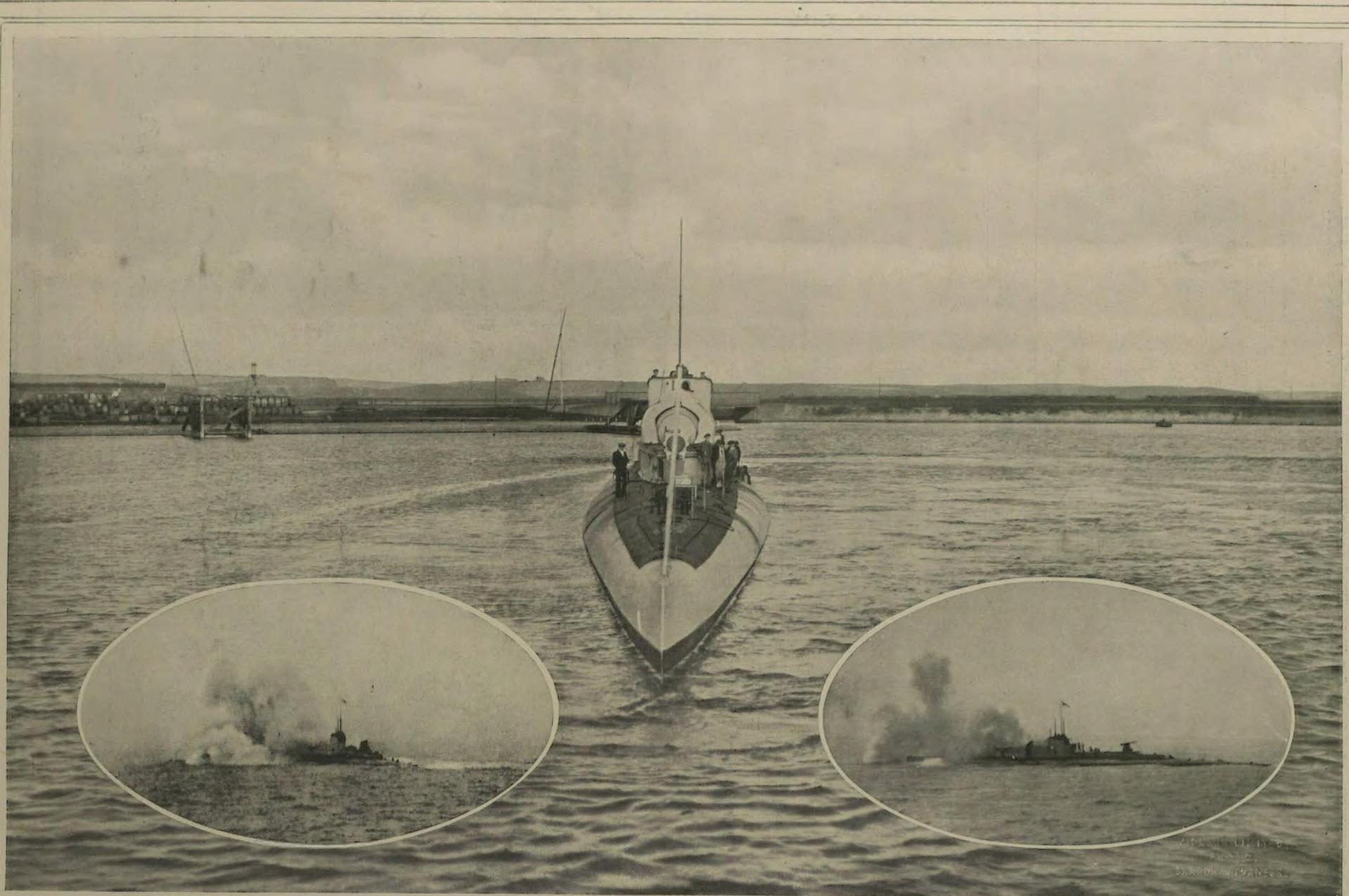
IN DIVING TRIM: A NEAR VIEW OF THE DECK AND CONNING-TOWER OF A "K" CLASS SUBMARINE.

The first of the "K" class of British submarines, the "K 1," was inspected by the King at Scapa Flow in June 1917. She was then commanded by Commander Laurence, an officer who had the distinction of having torpedoed two German Dreadnoughts in one day. On the surface, the "K" boats are driven by steam by means of light water-tube boilers, using oil fuel, and attain a speed of 24 knots. Under water they are driven electrically, like other submarines, and make 10 knots. When running on the surface, they present a peculiar appearance, having

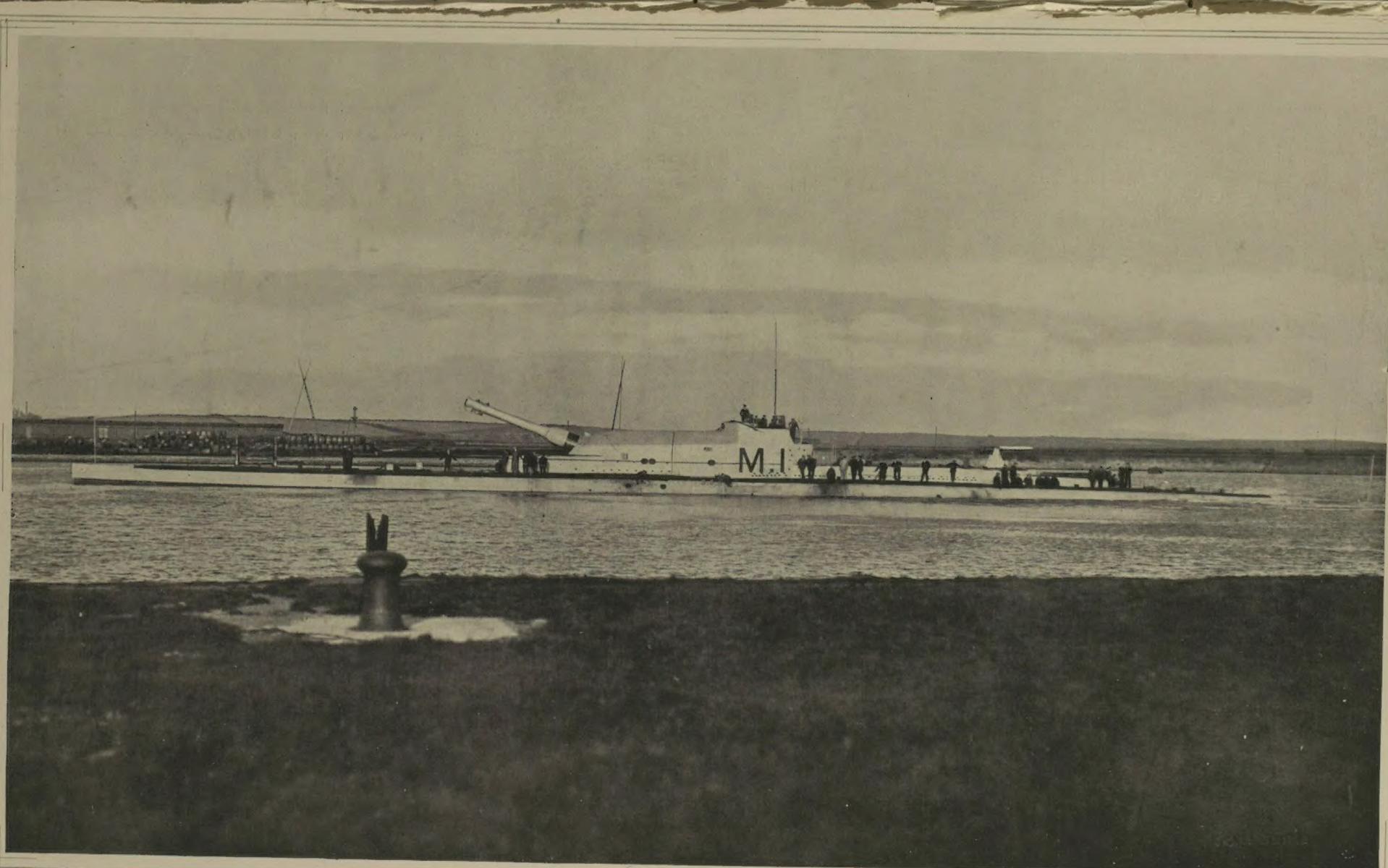
two short, squat funnels, which are swung over into a recess in the deck when they submerge. The "K 1" is 290 ft. long, with a displacement of over 2000 tons on the surface, and nearly 1000 tons when in diving trim. In dimensions she is thus equal to an early type of light cruiser. Her gun armament consists of two 4-inch guns, fore and aft respectively, and 3 anti-aircraft guns amidships. She carries no fewer than 8 torpedo-tubes, which constitute her main strength. The interior accommodation is much more roomy than in the earlier submarine.

A SUBMARINE ARMED WITH A 12-INCH GUN: ANOTHER MYSTERY-SHIP REVEALED.

PHOTOGRAPHS SUPPLIED BY C.N.



ONE OF THE NAVY'S NEW SUBMARINE MONITORS: THE BOWS AND (INSET) THE SHIP FIRING HER 12-INCH GUN—(LEFT) UNDER WAY, (RIGHT) STATIONARY.



SHOWING HER 12-INCH GUN, WEIGHING 50 TONS: THE PORT SIDE OF "M 1"—THE FIRST OF THE NAVY'S NEW MONSTER SUBMARINES.

THE NEW "M" CLASS OF BRITISH SUPER-SUBMARINES: A SUBMERSIBLE MONITOR CARRYING A BIG 12-INCH GUN.

Among the "mystery" ships built for the British Navy during the war, one of the most interesting is the new type of submarine monitor, known as the "M 1," which is armed with a big 12-inch gun. The weight of the gun is 50 tons, and it fires a shell weighing 850 lb. The largest gun carried by any German submarine was of 6-inch calibre, weighing only 5 tons, and firing a

100-lb. shell. On one occasion during the war, the "M 1" was carrying out gun-trials in the Channel, and the terrific boomerang of her big gun, it is said, caused a rumour that German battle-ships were bombarding the Isle of Wight. Her first captain was Commander Max K. Horton, who, in the "E 9," torpedoed the "Hela" in the Heligoland Bight.

THE METZ PONTIFICAL.

ONE of the most splendid illuminated manuscripts of the beginning of the fourteenth century—at which period the best French craftsmen, after a close race with their English brethren which had lasted for many years, were leaving all but a few competitors on this side of the Channel far behind—has just been presented to the Fitzwilliam Museum. The donor, Mr. Henry Yates Thompson, whose collection of manuscripts is famous, made this great gift on his eightieth birthday “for love of the University of Cambridge,” of which he is a member, and “in memory of his generous friend Sir Thomas Brooke,” by whom it was bequeathed to him in 1908.

The manuscript in question is known as the Metz Pontifical, having been written for Raynaud de Bar, Bishop of Metz. Raynaud was appointed to the bishopric in 1302, and he died in 1316. The date of the book is therefore fixed between these years. The place of its execution is less certain, but it may well have been Metz itself. Like most of the finest manuscripts of that time, it was probably the work of laymen.

Pontificals are books containing only those offices in which a Bishop took the leading part. Bishop Raynaud was the son of Theobald II,

(See Illustrations on Pages 141, 142, and 143.)

Count of Bar, and Jeanne de Tocy. The present volume originally contained the arms of both families in many places, but they are only here and there discernible, having been painted out by a subsequent owner. He cannot be identified, and the history of this noble book remains a blank for nearly five hundred years. In 1815 it was sold in Paris as part of the library of the well-known collector Count MacCarthy, resident at Toulouse. Then it disappears for another sixty years, and is bought from a dealer at Dijon by the bookseller and publisher F. S. Ellis, who sold it to the late Sir Thomas Brooke, of Huddersfield.

The Metz Pontifical contains forty-two large miniatures, illustrating the different episcopal functions, and quantities of initials in gold and colours, containing for the most part figures of bishops or coats-of-arms, but sometimes conventional patterns. From these initials there are decorative extensions, which occupy the margins. Here the mediæval artist has placed a variety of diverting little subjects wholly unconnected with the text. Hares, monkeys, foxes, snails, and other creatures disport themselves on branches of foliage, and in their mock-combats with human antagonists frequently win the day. Similar drolleries occur in many books, and are, with their counterparts in

ecclesiastical carvings, very characteristic of the mediæval spirit.

Apart from its great importance as a work of art, the Metz Pontifical has a special interest for students. For, whereas the first twenty-nine pictures and their ornamental accompaniments are finished to the last touch, the remaining thirteen have been left in various stages of incompleteness, and give us the best possible insight into the methods and technique of the fourteenth-century illuminators. The last six pictures show the earliest stage. The subjects have been exquisitely outlined by a consummate draughtsman, but no gold or colour has been applied. Of the seven pictures preceding the outlined subjects, five have been carried one degree further. The outlines have been nearly obliterated by a thin coat of white, the gilding has been done, and some of the draperies have been modelled in colour. The features and other details remained to be outlined again, and here and there a barbarous hand of a later date has endeavoured to supply the deficiency. The remaining two, though still unfinished, have had the outlines reapplied by the original hand. Our illustrations show examples of the two first stages, as well as of the finished pictures and of the marginal caprices referred to above.

THE GREAT AMERICAN DROUGHT.



By E. B. OSBORN.

AMERICA is now a “bone-dry” country, as Russia was supposed to be before the Revolution—and it may well be that the absence of the curious stings known as “Mother Goraika” (vodka is not the correct style) to the Russian *moujik* was the ultimate cause of the social cataclysm.

Why not? Even in this easy-going land, so long accustomed to war deprivations, the shortage of beer, noble beer, is known to be conducive to Labour unrest. Only the other day a Yorkshire employer who is always on genial terms with his men, even when they go on strike, assured me that an improvement in the quality and quantity of “G.A.” (called “Lloyd George” in some northern cities) would be a boon to manufacturers. It is true other authorities assert that the lack of really pretty tipple has done almost as much to better the financial standing of our lusty commons as, say, the issue of War Loan Certificates. And they also say that weight of opinion in favour of a national policy of total abstinence was never so powerful as it is to-day. It is so powerful, I perceive, that even dead-and-gone worthies are being posthumously deprived of their liquor—for last week a little book was published which attempts

to prove that Robbie Burns himself was not the “drunken Exciseman” of popular legend, but a pattern of strict sobriety!

However, the spectacle of a dry America is not as inspiring to me as it is to the social reformers who, inverting the famous ecclesiastic’s famous saying, would sooner see England sober than free. I have been in dry localities both in Canada and in the United States where it was always quite easy to get as much whisky as you wanted. In the State of Maine, that ancient Elysium of total abstainers, you procured it at the nearest drug-store—and it was none the weaker for being called medicine and sold at an exorbitant profit. In Canada also there were dry spots here and there where Prohibition was merely a sort of legislative look-see. Now and again, even in the holiday wildernesses of the Muskoka Lakes, hotel-keepers could be discovered who would not allow wine to be served at table, though it could be procured in the bar-room. One of these half-Puritans told me and a friend, when we asked for the wine-list at dinner, that “drinking before ladies” was not permitted in his hostelry. So we went out, stole a boat, and rowed across the moonlit lake to a hotel run by a more complaisant host.

Strange things used to happen along the boundary line between “dry” and “wet” States in the Union. Twenty years ago the Dakotas dried up, whereas the neighbouring Minnesota remained as wet as wet could be. The Red River separates these principalities for a portion of its course, and thirsty Dakotans would row over to get “tanked up” once a year. Little towns of saloons sprang up all along the Minnesotan shore, and visitors were so numerous that it eventually became profitable to maintain ferries and lines of omnibuses (known as “jug-waggons”) to bring them from distant localities in the dry-lands. The jug-waggons went far afield, crossing the sarsaparilla belt (where farmers and ranchers drank a sarsaparilla containing 70-80 per cent. of alcohol), and even penetrating the hilly country, where drugs such as cocaine were sold as a substitute for “red-eye” . . . So do you wonder that I am not unduly impressed by the great American drought! It is mostly Puritanical pretence, I feel sure. And anyhow, even if a majority of citizens wish to abstain from a comfortable creature, why should they force the minority to give up a habit which is harmless in moderation—as the case of wine-drinking France, where dyspepsia is virtually unknown, proves beyond doubt.

THE SEA AND ITS “LIVING” DEAD.



By “MERCHANTMAN.”

MANY a good ship lies, a wreck, about our coasts—especially, of course, round the south-west corner of Ireland and in the English Channel. Day by day in the first weeks of unrestricted submarine war, before the system of convoy could be organised, gallant craft went to their doom. Some, by reason of their death-stroke, have passed beyond recovery or control: there is little hope for the ship in whose engine-room the torpedo has spent its force. Happily, the “plumb-centre” mark was not always found, and many a ship struck fore and aft was sunk, but not wrecked.

Of these—some think they are the majority, but only the Admiralty can tell—a certain number sank in difficult waters, where salvage work is possible, if at all, only at intervals; others have drifted on to quicksands and are hopelessly lost. Yet there are sailors of the merchant service who will assure you that hundreds of torpedoed ships can be floated, and much valuable cargo recovered. Perishable goods will have justified their qualifying adjective; and in the case of grain carried in bags or run into the hold

of the ships the lost food will break the vessel, or as much of it as mine or torpedo failed to destroy. As the water reaches the grain it will swell with irresistible force, and burst the stoutest frame that ever stood in shipbuilder’s yard.

There is no sea change into “something rich and rare” for ship or cargo, but there is at least the recovery of much that will prove of value. The wise men of the Admiralty know all about the matter. They have ascertained when and where the ships foundered, what they carried, how the cargo will affect the hull, what the chances of salvage are in view of the depth of water, the strength of currents, the season for favourable work. Some of the work will be easy; the writer has seen close to shore the masts of sunken ships showing above unruffled waters.

Presumably the salvage work will start on an extensive scale when the worst of the spring weather has passed, and throughout the coming summer all the skilled men in the service and out of it will be in fullest employment. It will be interesting to learn how far seaplanes and “blimps”

will be utilised and serviceable in locating wrecks: possibly this part of the preliminary investigation has been already accomplished. It may be presumed that, while the expenses of all operations will be borne by the Government, they too will enjoy the full reward of their endeavour; for the vessels, or most of them, were insured by the State, and the claims have been met on a scale of almost indiscriminate generosity.

If this theory be correct, many millions expended during the war should be recovered. The usual procedure of civil salvage—*i.e.*, all salvage that is not military—is very complicated, and is regulated in normal times by certain Acts of Parliament, of which the Merchant Shipping Act (1894) is one of the most important. Oddly enough, military salvage (so called) deals chiefly with ships and cargoes, and is decided by Courts with Admiralty jurisdiction. The salvage operations soon to be undertaken are undoubtedly the largest in the history of the world, and should not be associated with any litigation, since the Government will be concerned solely with making the best of what was for many months a very bad bargain.

THE FAMOUS METZ PONTIFICAL: A MEDIÆVAL BOOK FOR BISHOPS.

superiorum dulcedine gaudiorum. et in
fernarium amaritudine tormentorum
semet ipsam irreprehensibilem custo-
diat. ut cum creditis sibi quibus in
tremendo examine gaudeat. et cum
omnibus sanctis tuis inmarcescibile
celestis regni coronam accipiat. P.
Postea det ei regulam dicens. anno



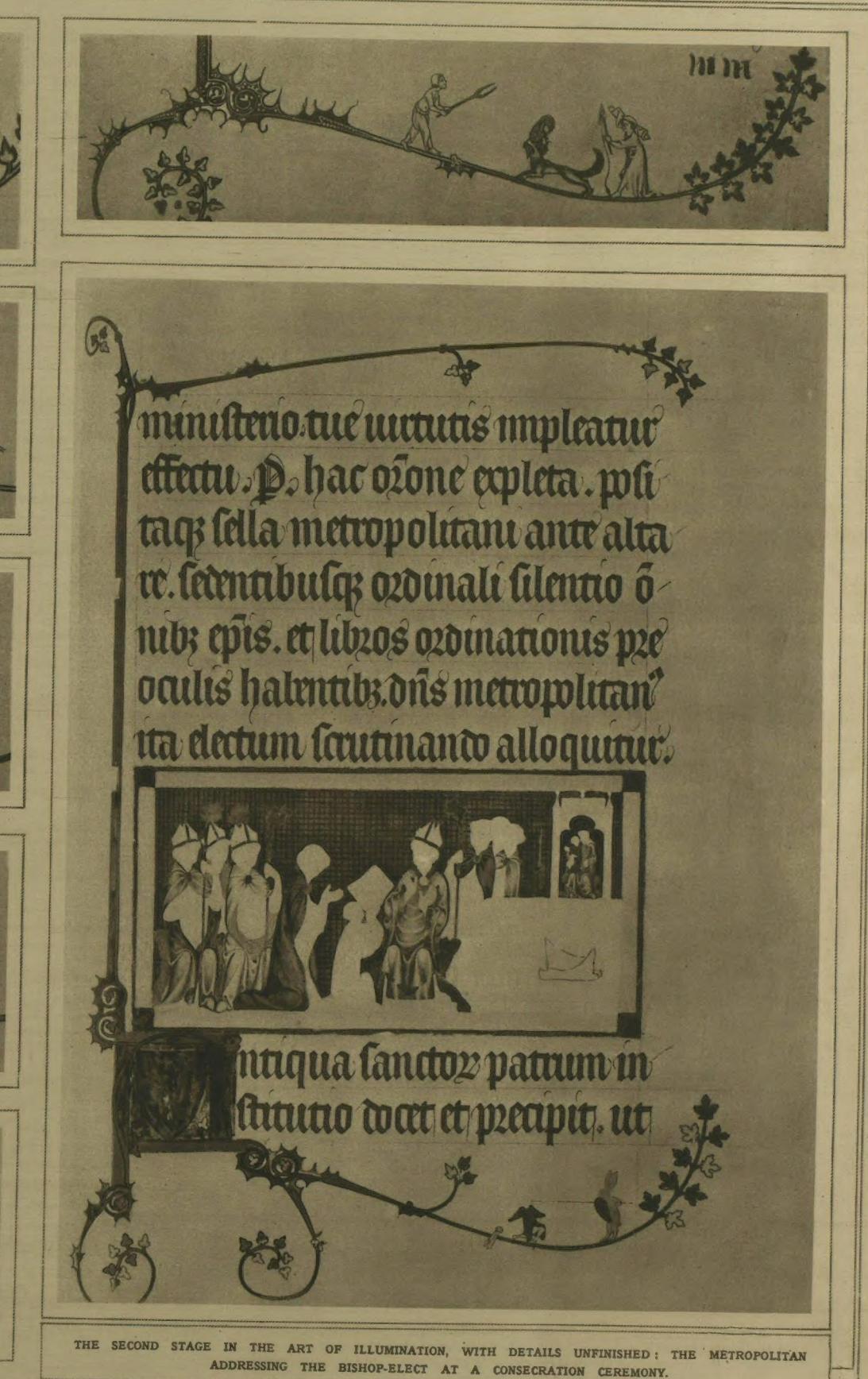
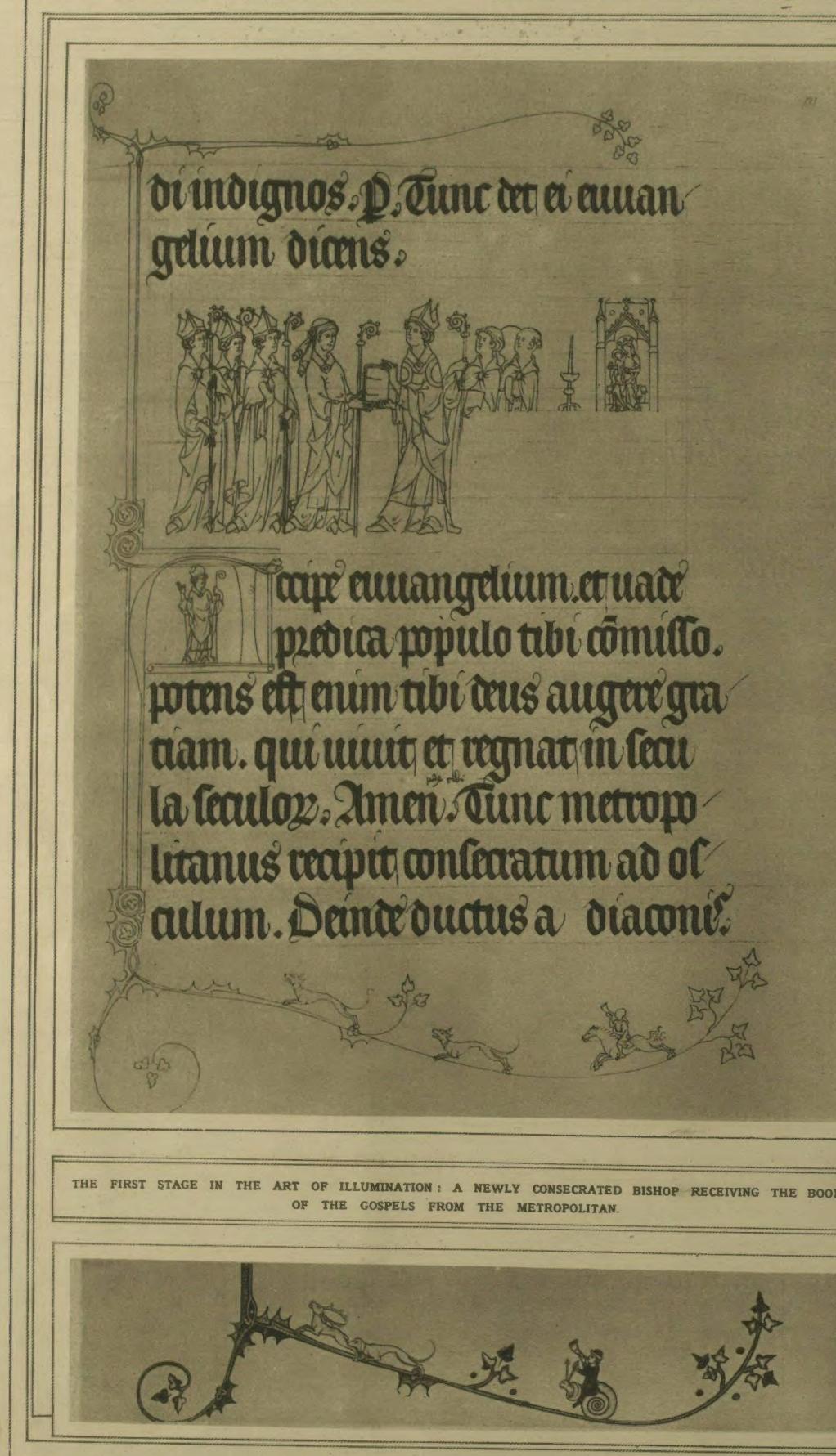
Accipe regulam a sanctis patribus

THE FITZWILLIAM MUSEUM'S NEW TREASURE: THE METZ PONTIFICAL—A TYPICAL PAGE SHOWING A BISHOP PRESENTING AN ABBESS WITH THE RULES OF HER ORDER.

The Metz Pontifical, one of the finest surviving examples of mediæval art, is an illuminated French liturgical manuscript made early in the fourteenth century for Raynaud de Bar, Bishop of Metz, and containing the order of various episcopal services and ceremonies. It has just been presented to the Fitzwilliam Museum at Cambridge by Mr. Henry Yates Thompson, who at the same time gave to the British Museum an English fourteenth-century manuscript known as the St. Omer Psalter, which we illustrated and described

in our last number. Elsewhere in the present issue is an article on the Metz Pontifical by the Director of the Fitzwilliam Museum, Mr. Sydney C. Cockerell, and some further illustrations appear on the double-page following this one. The page here reproduced shows a Bishop delivering to an Abbess a book containing the Rules of her Order. The text gives the order of procedure. The words immediately above and below the picture read: "Postea det ei regulam dicens, Accipe regulam"—and so on.

MEDIÆVAL MS. ILLUMINATION: STAGES OF THE PROCESS, AND MARGINAL "DROLLERIES," IN THE METZ PONTIFICAL.



As mentioned on the previous page, the Metz Pontifical, a fourteenth-century French liturgical manuscript, was recently presented by Mr. Henry Yates Thompson to the Fitzwilliam Museum at Cambridge. Our illustrations are reproduced from facsimile pages in a monograph upon it written for its previous owner, Sir Thomas Brooke, by the late Rev. E. S. Dewick, F.S.A., for members of the Roxburghe Club. The history of this magnificent manuscript is given in an article elsewhere in this number by Mr. Sydney Cockerell, Director of the Fitzwilliam Museum. He points out that, apart from its artistic value, it is of special interest to students, as it shows the successive processes in the art of mediæval illumination. While the

first 29 pictures (including that reproduced on the preceding page) are finished, the remaining 13 have been left in various stages of incompleteness. Examples of the first and second stage are shown in the two larger illustrations above. The marginal decorations, of which we give a number of specimens, contain drolleries characteristic of the mediæval spirit, and similar to those found in many other old books and manuscripts and in ecclesiastical carvings. Here we see mock battles between hares, monkeys, foxes, snails, and human beings, in a manner suggestive of a mediæval "Uncle Remus."

BERLIN UNDER REVOLUTION: MAJORITY SOCIALISTS V. THE SPARTACUS.

PHOTOGRAPHS BY TOPICAL AND C.N.



THE STREET FIGHTING IN BERLIN: A SPARTACUS GROUP OF ARMED CIVILIANS READY FOR ACTION.



A NEWSPAPER OFFICE AS A FORT: A BODY OF SPARTACUS MEN MARCHING INTO THE "VORWÄRTS" BUILDING.



OUTSIDE THE EX-KAISER'S PALACE: AT THE DAMAGED ENTRANCE.



TEMPORA MUTANTUR: A GERMAN MARINE MAKING A REVOLUTIONARY HARANGUE FROM THE BALUSTRADE OF THE PALACE.



"DOWN WITH THE BLOOD-DICTATOR OF THE SPARTACUS!" DEMONSTRATORS OUTSIDE THE REICHSTAG BUILDING.



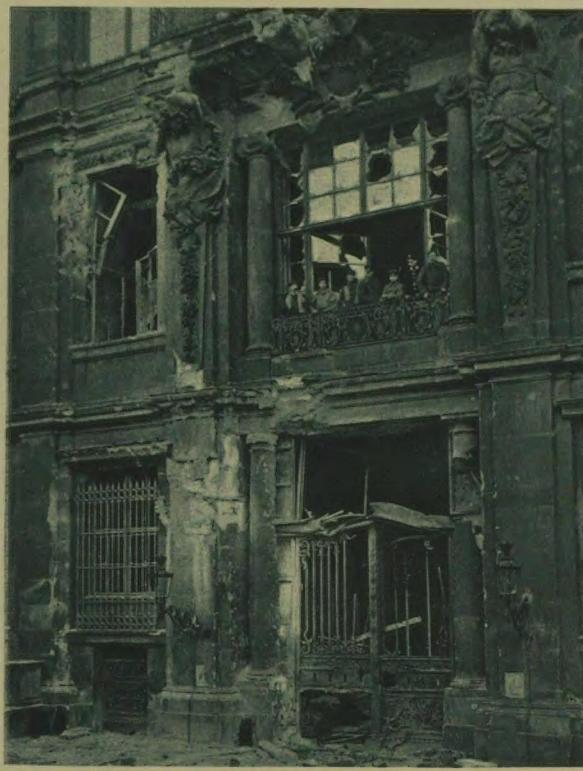
A BURNT-OFFERING TO THE PARTY CAUSE: MAKING A BONFIRE OF PAMPHLETS CAPTURED IN THE NEWSPAPER OFFICES.

Strange scenes took place in Berlin during the recent collisions between the forces of the Majority Socialist Government and the Spartacus extremists, of whom Liebknecht and Rosa Luxemburg were leaders. Crowds of both factions paraded the streets, made demonstrations, and listened to inflammatory speeches. Describing typical events on two days of the disturbances (January 5 and 6), an eye-witness writes: "Smaller (Spartacus) forces then

went to occupy the 'Vorwärts' and the Wolff offices. The 80 soldiers, armed with five machine-guns, who held the 'Vorwärts' building, made no resistance. Bonfires were made in the street with copies of 'Vorwärts.' To-day (January 6) the Majority Socialists demonstrated in the Wilhelmstrasse with inscriptions such as 'Down with the Spartacus group,' and even 'Damn the Bolsheviks.'"

BERLIN DURING THE GERMAN REVOLUTION: THE KAISER'S PALACE.

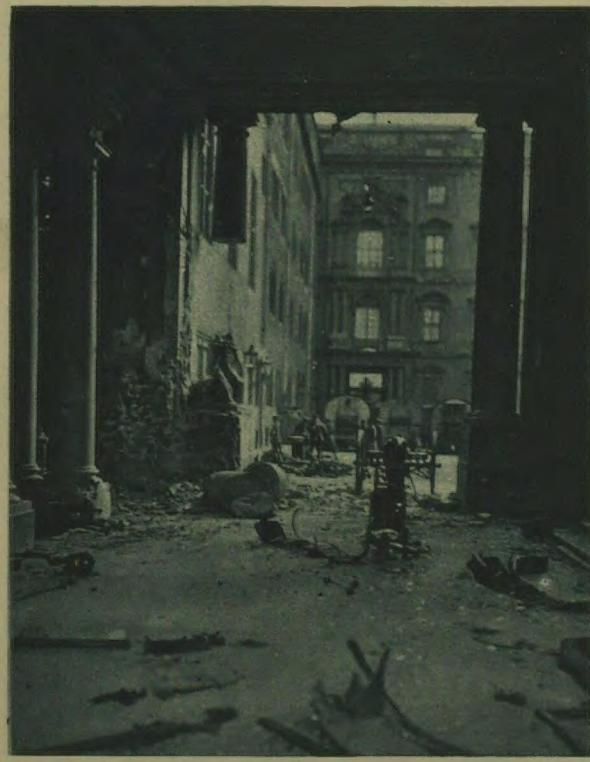
PHOTOGRAPHS BY C.N.



WHERE THE KAISER USED TO SPEAK FROM THE BALCONY: THE FRONT OF HIS PALACE AFTER BOMBARDMENT.



WITH TWO SOLDIERS AND A MACHINE-GUN AT THE WINDOW: A ROOM IN THE KAISER'S PALACE IN BERLIN.



AFTER THE BOMBARDMENT ON CHRISTMAS EVE: THE ENTRANCE TO THE COURTYARD OF THE PALACE.



SHOWING THE BROKEN PILLAR COMPLETELY FALLEN: THE ENTRANCE TO THE COURTYARD SEEN FROM WITHIN.

During the revolutionary disturbances in Berlin the Kaiser's palace suffered to some extent the same fate which his armies inflicted on so many buildings in France and Belgium. It was attacked on Christmas Eve by a body of sailors calling themselves "the People's Naval Division." The great central gateway, with the balcony from which the Kaiser used to make bombastic speeches, was damaged by shell-fire, and the façade was pitted with machine-gun bullets. The heavy iron doors were smashed, and some of the large stone

pillars completely destroyed. Gun-fire also caused much destruction in the inner court. Inside, the revolutionaries looted quantities of portable articles, such as jewellery, seals, and orders in the private rooms of the Kaiser and Kaiserin, as well as everything in the shape of clothes and bedding, but there was no wanton destruction of tapestries, pictures, and so on. The palace attendants removed much of the furniture and ornaments to neighbouring museums. The palace and its contents are national property.

BERLIN UNDER REVOLUTION: THE BATTLES FOR NEWSPAPER OFFICES.

PHOTOGRAPHS BY TOMCAL



1. WITH ITS WALLS SPATTERED WITH BULLETS : THE RUDOLF MOSSE BUILDING.
2. AFTER ARTILLERY BOMBARDMENT : THE "VORWÄRTS" OFFICE, TAKEN.

During the recent street fighting in Berlin between the forces of the Majority Socialist Government and the extremists known as the Spartacus group, the newspaper offices became the principal battle-fields. Those of the "Vorwärts," the great Socialist daily, which was suppressed in 1916 and revived soon afterwards under conditions imposed by

3. A STREET PARLEY BETWEEN RIVAL LEADERS : AN ARMISTICE DISCUSSION BETWEEN THE GOVERNMENT AND THE SPARTACUS FORCES.

the authorities then in power, suffered most in the late disturbances. As our photograph shows, the front of the building was badly damaged by the artillery bombardment which preceded its capture by Government troops from the Spartacus garrison which had occupied it. The Rudolf Mosse building also had its walls spattered with bullets.

BERLIN UNDER REVOLUTION: PEDESTRIANS UNDER FIRE; A BARRICADE.

PHOTOGRAPHS BY TOPICAL.



WHEN BULLETS WERE FLYING IN THE STREETS OF BERLIN: PEDESTRIANS RUNNING TO SHELTER WHEN THE SPARTACUS FACTION OPENED FIRE.

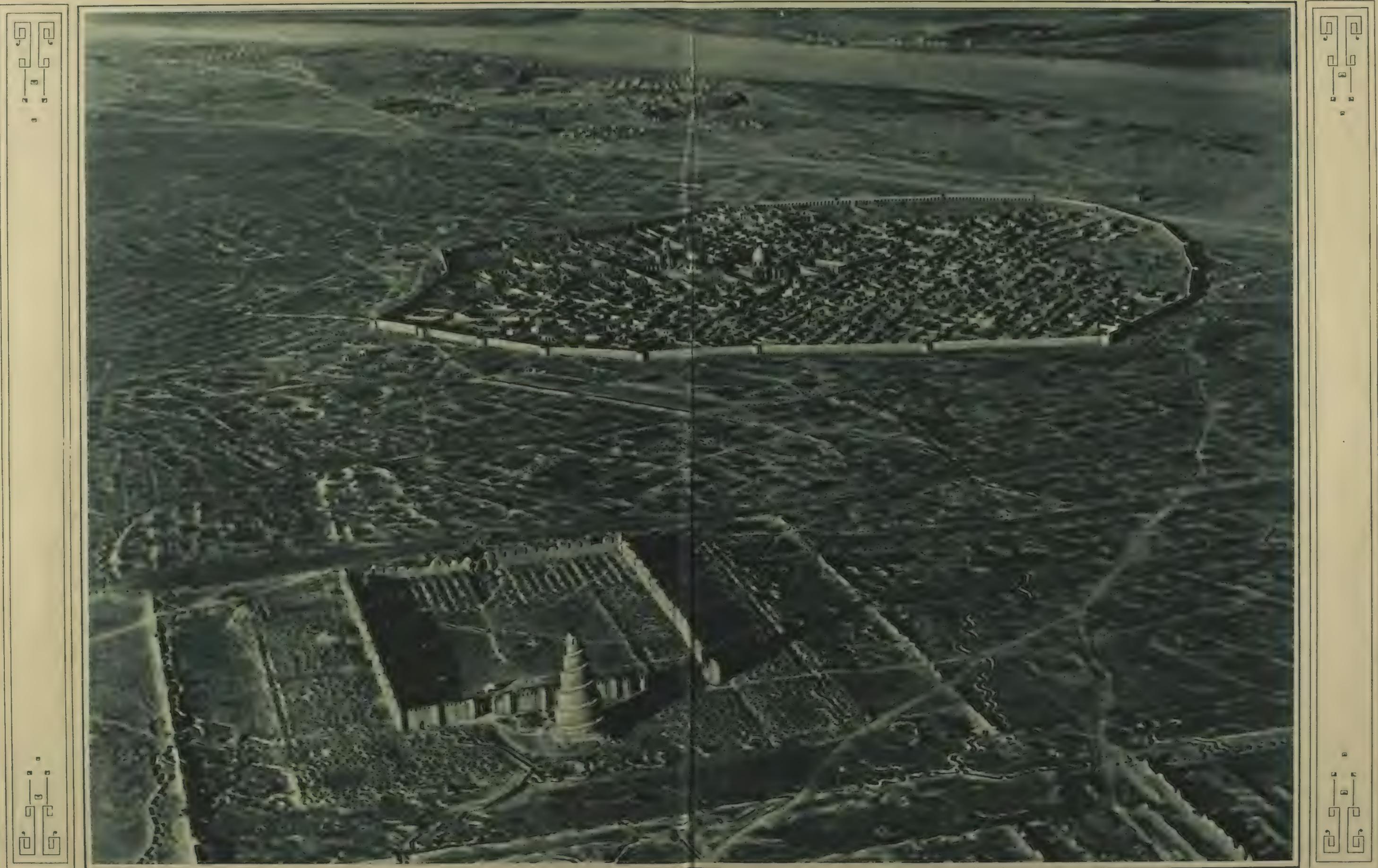


BEHIND A BARRICADE FORMED OF BALES OF PAPER AND PACKETS OF NEWSPAPERS: OUTSIDE THE RUDOLF MOSSE OFFICES.

As mentioned on another page in this number illustrating the recent street fighting in Berlin between the Spartacus faction and the Government troops, newspaper offices were the principal objects of attack and centres of conflict. In the streets outside the offices, bales of paper and packets of printed newspapers were used to build barricades, with

loop-holes for rifles, and formed an effective shelter. There was a good deal of promiscuous firing in the streets, and casualties occurred among the pedestrians. Our upper photograph shows a typical scene on such an occasion, when some Spartacus troops had suddenly opened fire, and people promptly sought shelter in the houses and shops.

HOW AIR TRAVELLERS MAY SEE "ADORING ASIA KINDLE AND HUGELY BLOOM": AN OLD CAPITAL OF THE CALIPHS.



AS THE WORLD WILL APPEAR WHEN WE TRAVEL BY AIR: A TYPICAL VIEW—THE SACRED CITY OF SAMARRA, WITH THE RUINS OF AL MULWEYAH (FOREGROUND).

The air-voyager of the future will see the world in new and wonderful aspects denied to travellers by land or sea. He will wing his way "through the azure deeps of air," and realise in literal fact that fancy picture of our earth which the Sun-God, in Stephen Phillips' poem "Marpessa," so vividly painted to lure a mortal maiden from a mortal lover, promising her that from his golden car she should see "Adoring Asia kindle and hugely bloom" and "Africa in her matted hair obscure." Such experiences have already been enjoyed by British military aviators. Our photograph shows, as an example of what the world looks like from the air, the sacred city of

Samarra, once the capital of the Caliphs, on the Tigris, some seventy miles north of Baghdad. In modern times Samarra was the terminus of that section of the Baghdad Railway built by the Germans at the Baghdad end. It was thus of strategic importance, and also because, the ground there being above the river level, the possession of it prevented the enemy from causing inundations below it. Samarra was captured by Sir Stanley Maude in April 1917, after stubborn battles, during his northward advance from Baghdad, which fell on March 17 of that year.

WORLD VIEWS IN AIR TRAVEL: THE TOWER OF BABEL.



HOW WE MAY SEE THE WONDERS OF THE WORLD FROM AERIAL VEHICLES: THE TRADITIONAL RUINS OF THE TOWER OF BABEL—
A REMARKABLE AIR-PHOTOGRAPH.



AS SEEN ON THE GROUND: THE TOWER OF BABEL,
NEAR BABYLON.



THE TOWER OF BABEL AS IT IS TO-DAY:
A NEARER VIEW.

The development of aerial travel may open up undreamed-of possibilities of visiting historic places in distant parts of the earth. On this and other pages we give examples of what the world looks like as seen from aircraft, and it is interesting to compare them with the views obtained on the ground, or from a railway carriage. Thus, on this page, the two smaller photographs show the reputed ruins of the Tower of Babel, as seen from the ground, while the larger one gives a wonderful panoramic view of the whole site and the

surrounding country seen from the air above. The ruins are those of a temple of Nebo, a Babylonian divinity, which was restored by Nebuchadnezzar, and is described by Herodotus. They are situated on the mound of Birs Nimrud in Borsippa, near Babylon, and called in ancient inscriptions "Babylon the Second." The temple was apparently a pyramid built in seven stages, and it is believed to have been the building described as the Tower of Babel in the 11th Chapter of Genesis.

WHEN AEROPLANES REPLACE CARAVANS: BY DESERT AIR TO BAGHDAD.



"(ALOFT) THE TIGRIS I WAS BORNE (O'ER) BAGDAD'S SHRINES OF FRETTED GOLD": THE CITY OF HAROUN ALRASCHID—FROM 2000 FT. UP.



AS SEEN FROM AIRCRAFT AT 3000 FT.: KADHIMEIN, NEAR BAGHDAD, IN A LOOP OF THE TIGRIS, SHOWING THE TOMB WITH FOUR MINARETS.

The day has gone by when all travellers had to go "by desert ways to Baghdad." Even the Baghdad Railway has a rival in still more modern scientific locomotion in the shape of the aeroplane, which will doubtless be followed by the airship. Baghdad lies on the main aerial route from England to India and Australia, and already two successful flights to India have been accomplished, on Handley-Page machines, the second of which conveyed to Mesopotamia demobilisation orders for the Expeditionary Force. The pilot

may thus emend Tennyson's "Recollections of the Arabian Nights" by writing "aloft" for "adown" and "o'er" for "by" in the couplet as quoted above. The town of Kadhimain, shown in the lower illustration, lies on the Tigris five miles north-west of Baghdad. It takes its name from the tomb of two Imams, with two domes and four minarets, which can be clearly seen in the photograph, in a large square enclosure towards the right-hand end of the town.

THE WORLD OF FLIGHT

ON THE SALVAGE OF THE R.A.F.—I.

By C. G. GREY,
Editor of "The Aeroplane."

ONE of the most difficult problems before all those Government Departments which have had the handling of war material is how to dispose of the surplus stock left by what has been humorously called "the premature shutting down of the war." Obviously, it was necessary to manufacture such material on the supposition that the

raw material by the acre, the mile, and the ton. There are, for example, some millions of square yards—full width—of the most perfect Irish linen, which was specially woven for the covering of the wings and bodies of aeroplanes. There are miles of steel tubing and wire of the highest grades. And there are tons of steel stampings and aluminium castings.

Now if all these things were dumped on the market there would be no work for aeroplane-makers, linen-weavers of a certain class, tube-drawers, or steel-stampers, or aluminium-casters for a year or two ahead. Which would probably annoy Labour (with a capital L) rather more than it would annoy Capital.

The desire of the Department of Aeronautical Supplies is, naturally, to do its best for both Capital and Labour; and General Alexander, being a man who was a big employer of labour before the war and a successful

the only alternative. It is true that rebuilding or overhauling an aeroplane does not give as much employment as building a new one throughout; but it is better than shutting down the shop pending the production of entirely new designs and while waiting for orders for them. It is, however, of the first importance that any deals of this sort shall be fixed promptly, for aeroplanes and engines become obsolete in a very short time; and, as already mentioned, aeroplanes in particular deteriorate rapidly if kept in store, owing to the shrinking or warping of wood and fabric, which deforms the wings and bodies.

A large number of utterly obsolete aeroplanes are quite unsaleable, and these are being handled in a way which shows that General Alexander's staff includes some very sound business men. As most people know, there are in various parts of the country establishments called National Aircraft Factories. These were erected at the nation's expense a year or so ago to increase the output of aeroplanes, as all the trade firms were working to their fullest capacity. Many thousands of men and women—mostly unskilled—have been at work in these factories. All those employees are now out of work, and each is entitled to the 29s. or 25s. per week allotted by our benign Ministry of Munitions to out-of-work munition-makers. The Department of Aeronautical Supplies' Salvage staff has hit on the idea of turning over all the obsolete aeroplanes to these National Factories to be pulled to pieces, or "reduced to produce," as they call it.

The whole process of building an aeroplane is there reversed. The complete machine goes into the finishing shop, and there the engine and all the instruments, tanks, pipes, etc., are taken out, and the wings, air-screw, wheels, and so forth are taken off, and sent back to the departments from which they would have come if the machine had been built there. Then the erecting shop proceeds to take the body of the machine to pieces.



PHOTOGRAPHED FROM A MACHINE FLYING AT A HEIGHT OF 1000 FEET: KADHIMEIN.

Kadhimein is on the Tigris, five miles N.W. of Baghdad.

war was going on till 1914 or thereabouts. Equally obviously, when the fighting stopped, an enormous reserve of material was left on hand. This material in many cases—such as shells, tanks, mines, or submarine-nets, for instance—is of no use in peace time. On the other hand, much of it—such as motor-cars, motor-lorries, office furniture, and aeroplanes—is of very great use for peaceful purposes. It would seem, therefore, quite a simple matter to sell it at a reduced price and thus regain most of the good money which the taxpayer provided for its purchase.

The matter is by no means so simple as it seems, for selling it in this way would flood the market with these particular goods, and the consequence would be that the manufacturers would find themselves without any customers for a year or so to come. There are those who have argued that such an occurrence would be of no consequence, for the consumer would benefit by the reduced price, and that the only sufferers would be the Capitalists—wicked people—who own the factories. The upholders of this argument forget conveniently that manufacturers without sales means factories without work, which, again, means work-people without wages. Therefore, the problem is to get rid of all this stock without upsetting the sales market and so upsetting the labour market.

In no department is the problem more difficult than in the Department of Aeronautical Supplies, the head of which is Brigadier-General Alexander, D.S.O., C.M.G. His department has in its possession thousands of complete aeroplanes—some of the latest type, some of types still on active service at the end of the fighting, some which are obsolescent, and some which are obsolete for war work but quite fit for pleasure flying. Also it has more thousands of aero-engines which may be divided into similar categories. And it has both aeroplanes and engines which are utterly useless, either because they are quite obsolete for flying or because—in the case of the aeroplanes—they have so deteriorated by being kept in store that they are unfit to fly. Besides these completed articles, it has all the parts and components of the same articles in all stages of manufacture. And it has

leader of men in the war, is setting about his difficult task in a way which seems to give prospects of success. The first people to have the offer of finished products are the actual manufacturers themselves. Thus, an aeroplane manufacturer may buy back his own aeroplanes at a price considerably below that which he received for them. He can then overhaul them and put them in perfect flying order. Possibly he can sell them to the smaller nations which desire to possess a miniature air fleet for internal police work. He may sell the older types to sportsmen who want private aeroplanes. Or he may alter the seating arrangements so as to make them suitable for passenger-carrying, much as several of our war-aeroplanes have been altered to accommodate officials travelling to and from the Peace Conference. All this will provide work in his factory, when otherwise everything would be standing in idleness waiting for orders for new machines.

Having bought the machines cheap, the manufacturer can sell them again at a lower price than would be possible with newer machines, which will all help to popularise flying. It is true that if the Government has paid £4000 or so for an aeroplane and sells it back to the maker for £1000, there is a clear loss of £3000. But that is better than burning the aeroplane and selling the engine as scrap-metal to be melted down, which seems to be



PHOTOGRAPHED FROM A MACHINE FLYING AT A HEIGHT OF 700 FEET: SAMARRA.

Samarra is 65 miles N.W. by N. of Baghdad, on the left bank of the Tigris.

When the whole machine is thus disassembled all the parts are sent back to their various compartments in the Stores.

They are then on sale to merchants who can put them to good purpose. The price realised for them is low, but it is better than their price as scrap-metal or firewood. The money goes to pay the employees of these National Factories, and the factories themselves are kept ready for occupation when a trade boom arrives.

Cape Town's Mid-day Pause for Prayer during the War: The Last Occasion.



WHEN ALL TRAFFIC WAS STOPPED AND BUSINESS WAS SUSPENDED: THE LAST MID-DAY PAUSE FOR PRAYER IN CAPE TOWN.

Throughout the war, we understand, it was the custom in Cape Town to hold a mid-day pause of two minutes, during which business was suspended and traffic stopped, while the people remained in quiet prayer for the success of the Allied arms. The

signal was given by the firing of a gun at noon. The custom was kept up after the Armistice, and the last day on which it was observed was December 14, when the above photograph was taken. —[PHOTOGRAPH BY HARRIS' PICTURE AGENCY.]

The Dail Eirann Opened in Dublin: A Sinn Fein Declaration of Independence.



THE OPENING OF THE SNN FEIN PARLIAMENT IN IRELAND: THE DAIL EIRANN AT THE MANSION HOUSE, DUBLIN.

On January 21st the 29 Sinn Fein Members of Parliament who are liberty, including Count Plunkett and Mr. John McNeill, held at the Mansion House, Dublin, a meeting of what is called in Irish the "Dail Eirann," or Constituent Assembly. Mr. Charles Burgess was elected Speaker, and an inaugural prayer was offered by Father O'Flanagan. Then followed the roll-call, some speeches, and a Declaration of Independence, which was read in Irish, English, and French. The proceedings were quiet and orderly.

PHOTOGRAPH BY C.N.

SCIENCE JOTTINGS



A GREAT MASTERS OF SCIENCE AND OF LIFE.
PLINY THE ELDER OBSERVING THE ERUPTION OF MT. VESUVIUS.



A RESULT OF THE FAMOUS NATURALIST'S DESIRE TO OBSERVE THE ERUPTION AT CLOSE QUARTERS AND TO AID THOSE IN DANGER: THE DEATH OF PLINY THE ELDER BY SUFFOCATION.



BURIAL PLATELED TO THE GREAT LEADER OF ROMAN SCIENCE AND OF LIFE: THE BODY OF PLINY THE ELDER.

THOUGH we have now drawn a cordon round plague, pestilence, and famine, we have by no means vanquished these scourges. Even now they are potent and menacing forces, which, in one guise or another, may escape control. The recent appalling outbreak of "influenza" affords proof of this. From the high North to the Tropics its victims are to be counted by the thousand, and it is still at its deadly work. Moreover, the secret of its virulence has yet to be discovered. Thanks, however, to medical science, its ravages have been checked, and the time is not far distant when it will be possible to determine precisely what is the active agent producing the malady, just as we are enabled to do in the case of plague, sleeping-sickness, cholera, and many others of our deadly foes in the same category.

The human race, however, is by no means the sole prey of such visitations. This much has been shown very forcibly in the recent outbreak of "duck sickness" in the Salt Lake Valley of Utah. Though for years past ducks which have died of some mysterious disease have been annually picked up in the marshes of the Bear River, at the northern end of Great Salt Lake, the fact excited no more than passing comment till 1910. The summer season of that year was dry, and the levels of the rivers far below normal. In mid-July reports were current of a peculiar disease among wild ducks in the marshes at the mouth of the Jordan River. As August passed, the reports became more numerous, and later, sick birds were noticed at the mouth of the Weber. On September 5 dead or helpless birds were noticed in the Bear River marshes, and within a week hundreds were found. Within a few days this mortality had so greatly increased that its victims were numbered by thousands. On the great mud flats, in the Bear River delta, the mortality is described as beyond belief, spreading consternation among the sportsmen and marshmen of this region, most of whom refused to touch, or even approach, the victims—and with some reason, for stories were told of people and domestic animals that had contracted disease through such contact. However, volunteers were found to pile up the bodies in heaps and cover them in lime.

During 1911 there seemed promise of some abatement of the malady, but these hopes were found to be groundless in 1912, when some 30,000 birds were picked up in the Weber River Flats; while on the Bear River no less than 41,462 bodies were col-

CONCERNING EPIDEMICS.

lected and buried between mid-August and mid-September; and during the following two years but little diminution of this mortality was noticeable. The Green-winged Teal seems to have been the



SHOWING HER BIG GUN: ABOARD A BRITISH SUBMARINE IN EASTERN WATERS.—[Photograph supplied by Topical Press.]

most susceptible species, and after this the Mallard, Shovellers, Cinnamon Teal, and Pintails. But these were by no means the only birds affected, for grebes died in thousands. Altogether, thirty species of birds haunting the affected areas are included in this death roll.

In 1915 the Bureau of Fisheries erected field-laboratories in Utah, and began a thorough

investigation of the outbreak.

A careful examination of the stricken birds showed, in every case, paralysis of the nerve centres, which began with increasing difficulty in flight, and ended in complete paralysis; so that the victim lay stretched helpless upon the ground till, the thoracic muscles being finally attacked, breathing became impossible. *Post-mortem* examinations showed the effects as of an irritant poison along the whole alimentary tract; and this led to a careful examination of the soil and water conditions. Experiments with sick and healthy birds showed that the trouble was due to alkaline poisoning.

The soil over the whole of the affected region is impregnated with alkalis, which during dry seasons concentrate at the surface, poisoning both the mud and the water. The correctness of this interpretation was confirmed by the fact that swallows which had used such mud for nest-building purposes also died in large numbers. It was found that sick birds which were given plenty of fresh water to drink recovered; and this agrees with the fact that with an abundance of good water in the marshes no sick birds are found.

The importance of the wild birds and beasts, both from an aesthetic and commercial point of view, is very thoroughly appreciated in the United States—wherein

we might with profit follow—and, accordingly, remedial measures were at once set on foot. Where possible, it was decided, the summer water in streams should be increased; and where this could not be done the threatened areas are to be drained, so as to drive the birds away, temporarily, to normal feeding-grounds. The drained areas are to be allowed to revert to swamps with the return of the rains, so as to maintain the stock of birds, which are of very substantial value both as food and as affording quarry for sportsmen: since it is held, and rightly, that the love of sport, fostered by the gun, lures men into the wilds for a season, and in so far helps to sustain national physique and ensure good citizens.



A DELIBERATE LANDING ON A BUILDING: JULES VÉDRINES' AEROPLANE ON THE SAND-BAGGED ROOF OF A PARIS STORES.

Jules Védrines, flying from Issy-les-Moulineaux the other day, won the prize of £1000 offered to the first airman who should alight intentionally on a roof. His machine was slightly damaged. The roof-terrace on which the pilot landed is only 47 feet wide; while the span of the aeroplane is about 39 feet!—[Photograph by S. and G.]

The preservation of "game" in the United States is made a matter of scientific study and administration. The time may yet come when we in this country will show a similar indication of enlightenment. But this by the way. In this matter of the outbreak of "Duck-sickness" we have an illustration of one of the innumerable factors which determine the course of the "struggle for existence" and the "survival of the fittest" which is worth following up, and to which I hope to return.—W. P. PYCRAFT.



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VICTORY DAY IN PEKIN: THE FORBIDDEN CITY OPENED TO ALL.

PHOTOGRAPHS SUPPLIED BY THE ST. STEPHEN'S INTELLIGENCE BUREAU.



CHINA'S OFFICIAL CELEBRATIONS OF THE ALLIED VICTORY: A GREAT REVIEW OF TROOPS IN THE COURTYARD OF THE WINTER PALACE AT PEKIN, ON NOVEMBER 28, 1918.



AT THE THRONE HALL IN THE FORBIDDEN CITY: THE PRESIDENT AND THE DIPLOMATIC BODY ENTERING THE TAI HO TUN.



CHINESE UNIVERSITY STUDENTS CELEBRATING THE VICTORY OF THE ALLIES: A LANTERN PROCESSION IN PEKIN.



WITH THE BRITISH MINISTER, SIR JOHN JORDAN, ON HIS RIGHT: THE PRESIDENT OF THE CHINESE REPUBLIC, HSU-SHIH-CHANG, READING AN ADDRESS ON THE STEPS OF THE THRONE HALL IN THE WINTER PALACE.

China's official celebrations of the Allied victory began in Pekin on November 28 and lasted for three days. On the first day a grand review of 6000 Chinese troops and Allied detachments from the Legation Guards was held in the great square fronting the Tai Ho Tun, or Throne Hall, in the Forbidden City, which for the occasion was entirely opened to thousands of spectators, native and foreign. A detachment of Chinese troops also entered the Legation quarter with the Allied detachments—another departure from

rule and custom which rendered the event unique in the history of China. The military review was a brilliant and imposing spectacle. The President, Hsu-Shih-chang, after receiving the salute, passed under an arch of Allied flags and ascended the marble steps to the ancient Throne Room, followed by the members of the Corps Diplomatique, whence he delivered an eloquent speech, expressing hopes of continued friendly association between the Chinese and Allied representatives. He then received the diplomats in the robing room.

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(Chairman: The Viscountess Rhondda)

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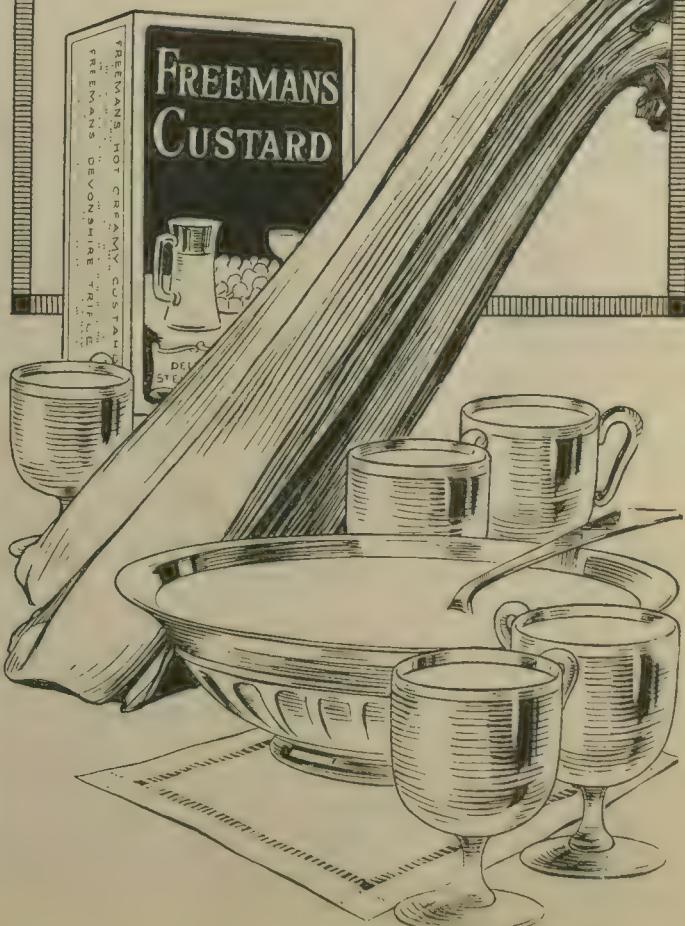
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LADIES' NEWS.

THAT the Court is in mourning makes little difference to London life. A seldom-broken unwritten law is that when such is the case anyone who is to meet any member of the Royal Family must wear black. At present the Court is at Sandringham, and members of the Royal Family here are living very quietly. The King and Queen have made their sorrow, which is a deep one, as much as is possible a family affair. The loss is hard to bear, because Prince John was such a bonnie boy, and so enjoyed his life that he communicated some of his own brightness and happiness to those about him. He was unconscious of his heavy handicap: the time was close at hand when he must have realised it. Happily, he has been spared that. Their Majesties at once resumed their work, finding in it their best help to bear their loss.

The King has, it is believed, given Princess Patricia of Connaught permission to drop her title of Princess, and its qualification as Royal Highness, on her marriage, and to be Lady Patricia Ramsay. Those who have seen most of the bride-to-be know that, like her father, she is very democratic, and has always enjoyed mingling with all sorts and conditions of men. Life in Canada, where royal etiquette is taken very light-heartedly, suited her; she loved Ireland, and to the Irish peasantry, royal rank seems little more than just "one of the quality." No doubt, for any State function special precedence will be accorded to her and to her husband. Private people who would meet and entertain them would do this naturally. The cousin of our King would never be put on a level with wives of an Earl's younger son, nor would the man whom she has honoured by marrying be placed in his own scale of precedence. To the couple concerned, it would not matter the proverbial brass farthing: Society owes such distinctions to itself.

It seems an odd thing to put down one sister and set up another; but doubtless the Luxemburgers know what they are about. All those stories we used to hear about the deposed Grand Duchess barring the way to the Kaiser's army with her motor-car, and refusing his floral and other attentions, were probably clever camouflage, and she was violently pro-German all the time. Certainly she was pleased at her young sister Princess Toinette's engagement to Prince Rupprecht of Bavaria. The new Grand Duchess Charlotte is believed to be betrothed to Prince Felix of Bourbon-Parma. He is one of the family of seventeen of which the ex-Empress Zita of Austria is

another. He fought throughout the war with the French and Belgian armies, and his brother, who did the same, was the recipient of the historic letter from the ex-Emperor Karl asking him to try to settle up peace with France. The five sisters of Luxemburg are all good-looking; Princess Toinette is said to be the prettiest.

Fringes will increase in favour. I saw a black satin frock at a dance the other night, over which fell a shower of strands of gold-and-copper beads from waist to hem; while chains of similar beads were slung from one shoulder to the other side of the waist. In the gliding, swaying movement caused by the Jazz steps in the dance, the fringe swung sinuously and fascinatingly. It was compellingly rhythmic. Possibly it was heavy; I do not know; but the effect was not, and in dress, effect is everything.

The Marchioness of Londonderry last week expounded a scheme by which the Women's Legion Household Service section hope to make that sphere of work more attractive, to girls and women released from war-work. A scale of minimum wages was drawn up; also a holiday scheme. These, to my mind, are too much on the old basis, and will not be sufficiently attractive to those who have learnt to play as well as to work. Any woman or girl asked what it was she liked about her war service would say, her freedom and her recreation-room. If she were thoughtful, she would say, also, recognition by the Press and people of her efforts. Therefore, certain hours free from the tyranny of bells, a room to sit in and use as they please for themselves, encouragement and recognition when they do well by their employers, are the things wanted to render domestic service attractive. They are, as Lady Londonderry said, outside the scope of such an organisation as the Legion, which can only, as it were, arrange general terms. In the case of small houses and one servant, the treatment will necessarily be to absorb her as an honorary member of the family, and look well to her comfort, and share her work. Those thus situated may not like this, but there is no other way!

Servants I know of are studying Russian, and going in for Pelmanism, and their mistresses are extremely snorty and disdainful. They are far more likely to do good service after this manner of employing their leisure than when imbibing cheap dreadfuls and impossible romances, or sitting up at nights wasting light and fuel while they execute some particular horror, such as cats, mice, or tea-pots in crochet!

A. E. L.



A DRESS OF THE MOMENT.

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THE CHRONICLE OF THE CAR.

A Motor Legislation Committee. For many months past there has been much talk of combination between the various motoring bodies, as, for instance, the project for the formation of a National Council of Automobilism, which was brought to nothing

will be one of the most important factors in restoring the commercial prosperity of the country, and in solving the problems connected with housing and transport. Such development can only be secured by : (1) The rapid removal of war-time restrictions on the use of motor-vehicles ; (2) The restoration and strengthening of the roads and bridges of the country ; and (3) A plentiful supply of motor fuel at reasonable rates.

None of these things can be secured except through the machinery of Government, and it is therefore desirable that the motor organisations should take combined action to influence the Government in the required direction.

In order to give such combined action its fullest effect, the suggestion is that of the creation of a political general staff, so to say, consisting of representatives of the constituent bodies, and having at its command

the services of an expert and highly paid staff to carry on the work of "lobbying," and that of the political campaign generally. Funds, it is suggested, should be provided by grants from each association

represented, and each one should be prepared to guarantee a stated sum for three years. The A.A. and the S.M.M.T. have made a good start by agreeing to guarantee £5000 per annum each for the requisite three years, and the rest are being asked to come into the scheme and contribute their quota.

Unless we get a "bad peace" or industrial troubles intervene to alter the course of business, it looks as though the motor trade were going to have a good time in the post-bellum future. From all sides I hear of huge business being done in new models. For instance, I am told that Austins have orders booked for more than 10,000 of their new "twenties," representing something over a value of £4,000,000; while others are proportionately well provided with orders for the time when they can really get down to serious peace-time work once more.

W. W.



AT THE DAIMLER WORKS: SANTA CLAUS, HIS CHIMNEY, AT COVENTRY.

The annual party to the children of Daimler men on service by the employees of the Daimler Company was held on January 11, 1919, in the Daimler Coventry Works Canteen. The arrival of Santa Claus, down the spacious chimney, was the success of the evening.

by the refusal of the A.A. to participate, on account of the now famous Clause 3 of the proposed constitution. Then there was also talk of a fusion of interests between the R.A.C. and the A.A., which is now, I believe, definitely off—for what reasons I have not been really able to gather. Now there is a new movement afoot for the formation of a body to be known as the Motor Legislation Committee, consisting of representatives of all the various bodies associated with motoring. The idea emanates from the A.A. and the S.M.M.T., both of whom are seriously alarmed at the general outlook, and the growth of the railway interests on the Road Board and in the proposed new Ministry of Transport.

The basis of the proposal is that the development of self-propelled traffic is one of the most urgent of the questions of reconstruction, as the motor vehicle

represented, and each one should be prepared to guarantee a stated sum for three years. The A.A. and the S.M.M.T. have made a good start by agreeing to guarantee £5000 per annum each for the requisite three years, and the rest are being asked to come into the scheme and contribute their quota.

So far, I think I am right in saying that none of the others have taken any definite action in the matter, save to give the idea their blessing in the meantime. Much, I think, depends on what the R.A.C. means to do, since many of the rest



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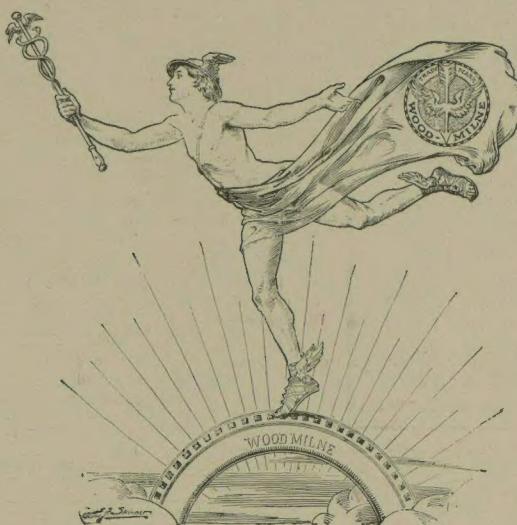
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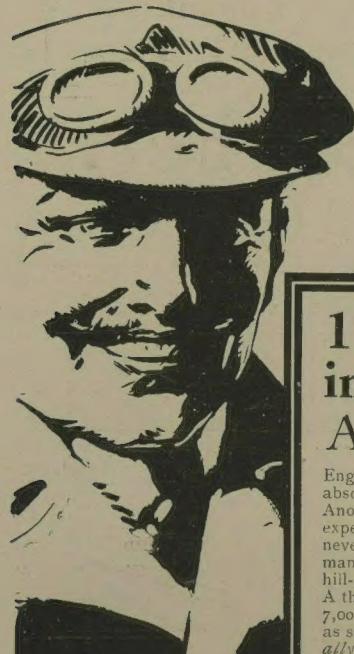
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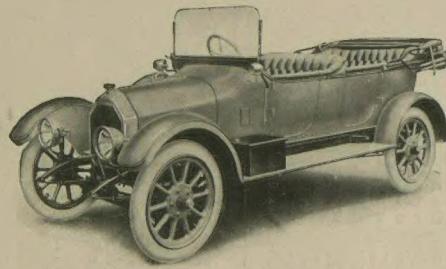
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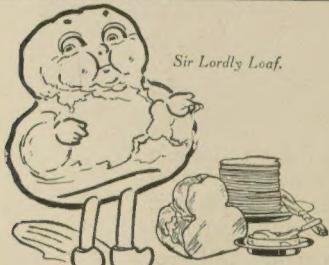
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